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phase, 1500 r.p.m., 50 hertz. Engine
Dorman type GLDT, water cooled,
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Royal bid for cod at Hull

PRINCE CHARLES was among the buyers of £29,426 distant water catch marketed at Hull on Tuesday.

Hamling's *St. Gerontius*, back from a 23-day White Sea/Bear Island trip under the command of Skipper J. C. Gibson, was the only British wat fish trawler for the early morning auction and the Prince bought the first of 1,066 kits on offer for £44.

The Royal purchase—a kit of cod—was later filleted and sent to the Newland Homes of the Seller's Children's Society, and the money went to the RNLI.

The Prince had arrived at Hull by train just after 7 a.m. and his four-hour stay in the port enabled him to mix with people in all walks of life and gain an insight into economic problems affecting their livelihoods.

Before going by helicopter to Grimsby to continue his one-day tour of the Grimsby fishing industry, he had breakfast at the Hull trawler owners' dockside club, went over Marr's 1,615-ton freezer trawler *Junkie* and also inspected the WFA's flume tank in Manchester Street.

He was greeted and escorted on the docks by Fred Parkes, chairman of the Grimsby's Fishing Vessel Dock Museum. At Grimsby there was an



... 'look-in' for all at Grimsby

GRIMSBY fish docks is holding its annual open day on Saturday, August 5, when there is a warm welcome to everyone interested in seeing how a major fishing port operates.

Traditionally very much a family outing, it could be just about the final opportunity to go aboard and view at close quarters one of the port's giant deep water trawlers as they are rapidly becoming obsolete through lack of fishing grounds.

Entrance to the fish docks is by programme only and, at

25p on the day (children 10p) for the afternoon, it looks like an event which should once again attract visitors from far and wide.

Parking

For those travelling by car parking facilities are free from 12 noon onwards, whilst two bus services will operate hourly to Grimsby and Cleethorpes from the docks.

Grimsby's open day is being supported by nearly all the major interests on the fish docks and will be officially opened at 2.00 pm by Admiral Sir Charles Madden, Bt, GCB, DSO, who is chairman of the Royal National Mission to Deep Sea Fishermen, which benefits from the funds raised.

Apart from the trawlers and fishing vessels, other attractions include HMS

Brereton, a fishery protection vessel, and HMS Collingwood, the naval nautical school training vessel; free film shows on fishing in the Ross Sea; cinema; action displays by RAF search and rescue helicopter; HM Coastguard basket and net braiding; a possible fire-fighting demonstration.

Displays on Grimsby's North Wall will include Royal Navy trailers, Royal Anglian Regiment, Royal Coastguard, a show by local Marine and many other stands.

Entrance to the fish docks is by programme only and, at



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'ALL EUROPE WILL BE IN THE CLYDE'

MINISTER John Silkin's action in leaving the Clyde estuary out of Britain's unilateral herring fishing ban off Scotland's west coast has alarmed local MP John Corrie.

"My worry is that, if Mr. Silkin goes to the European Council of Ministers on July 24 and says that he has done this, the Council will tell him that he cannot leave the Clyde open on a discriminatory basis—and that if he leaves the estuary open it will have to be for all European boats to come in and fish."

He sees dangers of fishermen coming from all parts—even foreigners—to the only area where the fish can legally be caught.

The matter became the focal point of a press conference called at Westminster by the European Parliament office in London to allow journalists to question Nils Kofoed, Danish Liberal chairman of the Parliament's agriculture committee, after his talks with representatives of British fishermen.

Mr. Currie (Conservative, North Ayrshire and Bute) said that large parts of the estuary were outside the British three-mile limit.

"Leaving the Clyde estuary open and closing the rest of Scotland means that practically anyone could come into the Clyde estuary," said Mr. Corrie.

He believes that it is in

British fishermen's interest to policy there they cannot, he get agreement in the North Sea, get agreements with Sea. Without a Community third countries.

Skipper Jim Aitchison receives his shield from the new herring queen.

The queen, schoolgirl Linda Chapman, was crowned by the retiring queen Christine Donaldson after sailing into Eyemouth harbour on board a fishing boat escorted by a flotilla of flag-decked boats.

Then Linda, a pupil at Eyemouth High School, headed a procession through the town.

Trophies

The herring queen Shield and Pennant went to Skipper Robert Veitch of Valhalla, and Skipper Jim Aitchison of White Heather, for the best catches of herring and white fish during the week, and the year, respectively.



COMMENT

WHAT a change round! After years of hearing strictures from the Government on conservation this week we have seen (page one) fishermen lecturing the Ministry on the errors of its ways in contemplating opening up the mackerel fishery on a quota-free basis.

Now that the industry is at rock bottom, with mackerel left as the only large resource available to keep a big section of the fleet in business, fishermen are trying to behave responsibly in shoring this out fairly.

It is understandable that representatives from Cornwall should want to shy away from all-out fishing within the TAC; they have a lot to lose if what is regarded as a local stock disappears. But to see a PO representing some of the big English bulk catchers also supporting the same line is a big step forward.

The real danger signs on mackerel went up recently when it was learned that the EEC was recommending a massive increase in the TAC to 440,000 tonnes. From the seeming acquiescence of the British Government to this proposal, we can only speculate that Mr. Silkin did not really placate the Norwegians on his recent visit to their country, following the announcement of his conservation measures.

As the Norwegian Director of Fisheries, Knut Vardal, said in *Fishing News* last week, his country wants compensation in the form of more mackerel.

By letting the TAC rise, Mr. Silkin no doubt thinks that there will be room to accommodate some extra fishing capacity by Norway. What the question really boils down to, is whether to put the mackerel at risk in an effort to keep the British fleet fishing off Norway.

fishing news

Editor: Harry Barratt
Assistant Editor: Ian Strutt
Scottish correspondent: Gloria Wilson

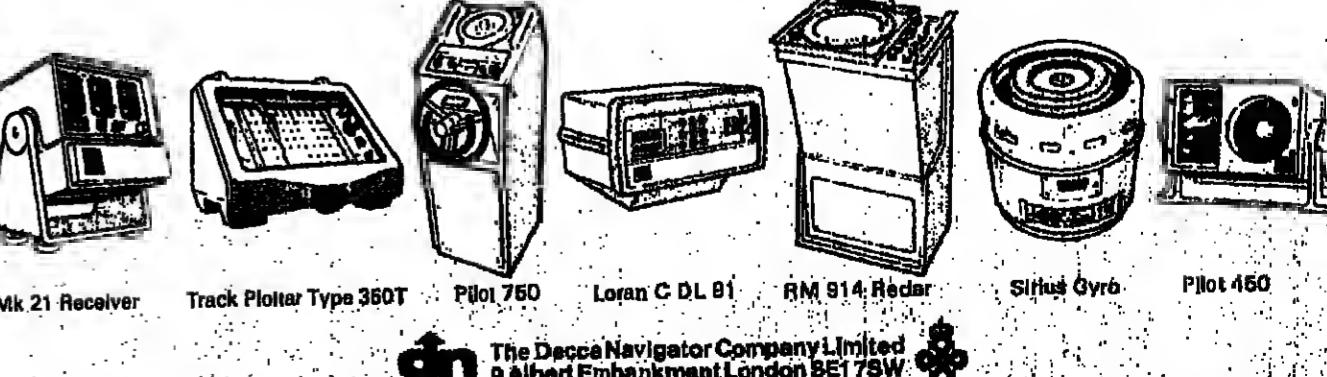
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In common with a growing number of Scottish fishing vessels, Aeolus has been equipped with a dual Decca Navigator Mk2i receiver installation to take advantage of the excellent inter-chain position fixes that may be



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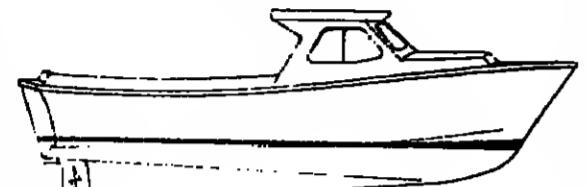
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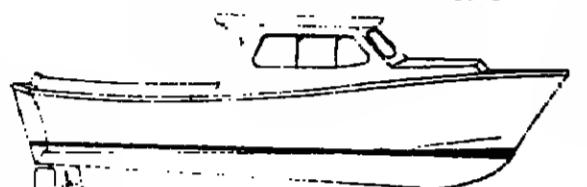
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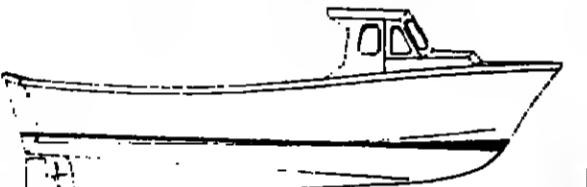
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Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



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SIR, With pleasure with most points raised by Professor A. Mair in his recent article (Fishing News, June 23), exception is taken to his sweeping and somewhat disturbing statement that "no or only rudimentary occupational health services exist" at the fishing ports which he names.

The East Scottish port of Grangemouth provides an up-to-date medical service, financed by the only company operating from the port, and a little research would have disclosed that the eight points raised by the eminent professor are adequately covered, together with provision of preventive medicine in the form of anti-influenza inoculations.

The major fishing ports with their extensive facilities are not alone in providing the services of: Company medical officer; Company surgery; Trained examinations; Pre-sea examinations on completion of illness ashore; Electrocardiograph facilities; Inoculations and "On the spot" advice and treatment.

It is considered that the health of our port's fishermen is of paramount importance to the general health and safety in this hazardous occupation.

J. LE POEUVIN,
9.E.M., A.I.T.O.,
Safety & Training Officer,
William Linton Ltd.,
GRANTON,
Scotland.

CORE CRITICISM IS NOT JUSTIFIED

SIR, I would like to reply to the letter published in Fishing News, May 18, by John E. Peters of Cygnus Workboats on core hulls.

The points I would like to make are:

1. We do not usually as prime importance try and reduce the cost of hulls by incorporating grain in the Contourcore. We approach our customers, together with our design engineer, and suggest structures to them which show increased stiffness and strength. In many cases the cost of Contourcore sandwich hulls is more than the customer's present method.

2. Mr. Peters goes on to say that the GRP sandwich structure is only strong as long as the three layers, as he says, are bonded together. Of course if melt or woven roving is not used properly it is just the same as if the Contourcore is not used properly. Also, we do not normally recommend, and 95

per cent of our customers do not, put belts down on to cured melt.

3. As far as dampness in belts being a common problem, this is not exactly correct. Our belts is kiln dried at source in Ecuador and in 95 per cent of cases is used by our customers, and in the last two years we have had no complaints of dampness and it is generally accepted this is not a usual problem, unless of course the belts is stored in damp conditions. Even then our Contourcore is sealed in shrink wrapped polythene.

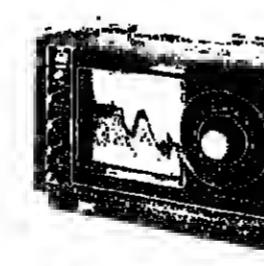
4. Mr. Peters further states "once the water is into the belts he/she knows what problems you can get." Even in the extreme case should the skin be punctured, the water will not migrate across the and grain and the water penetration into the belts is usually limited to approximately 2 in. around the hole area. Of course if the Contourcore is not bonded properly the water will travel

between the skins, this same as it does if chopped strand melt or woven roving are not bonded together properly.

CHRIS REAO,
Regional Sales Manager,
The Geese Wood Co. Ltd.,
Green Dragon House,
84 High Street,
Croydon, CRD 6XN.

TREVOR SILVERWOOD,
6 Church Walk,
Bridlington.

It's
Revolutionary!
It's
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Portable!



They are now in operation round the coast from Cornwall to the Shetlands and have proved to be EXCEPTIONALLY RELIABLE. Its particularly sensitive transducer eliminates the need for high power output, yet it has very high fish finding ability and excellent GROUND DISCRIMINATION. Its rugged steel case affords good protection and ensures long life.

FIVE STAR FEATURES OF ND/NF RANGE OF SOUNDERS

- ★ Variable White Line Facility
- ★ Neon Flashing Depth Indicator and/or Paper Recording
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PRICE RANGE FROM £297.00

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Tel: 0324-27321/2 Telex: 778385

TRADE ENQUIRIES WELCOME

Bid to ease 'war' tension

FISHING problems between the British and the French may be eased slightly following an exhibition of the work of fishery committees in France later this year.

Devon Sea Fisheries Committee staged an exhibition at this year's Devon County Show and, among the twin county of Calvados. The Frenchmen were so impressed with the exhibition that they decided to invite the fishery committee to bring their patrol boat and exhibition over for the International Caen Fair in September.

The committee has accepted and hope that their presence may help to overcome some of the problems they experience with the French fishermen off the south west coast.

LICENCE EVERY PELAGIC BOAT

SIR, With reference to your Comment "The Red Lifeline" (Fishing News, June 30), whilst not doubting the immediate cash benefit to those engaged in this fishing to the Reds, this producer organisation seriously doubts the long-term benefit the way it is now conducted.

If another winter's fishing is to proceed with no regard to stock conservation or the local interests, then this approach is "no or only rudimentary occupations health services exist" at the fishing ports which he names.

The East Scottish port of Grangemouth provides an up-to-date medical service, financed by the only company operating from the port, and a little research would have disclosed that the eight points raised by the eminent professor are adequately covered, together with provision of preventive medicine in the form of anti-influenza inoculations.

The major fishing ports with their extensive facilities are not alone in providing the services of: Company medical officer; Company surgery; Trained examinations; Pre-sea examinations on completion of illness ashore; Electrocardiograph facilities; Inoculations and "On the spot" advice and treatment.

It is considered that the health of our port's fishermen is of paramount importance to the general health and safety in this hazardous occupation.

J. LE POEUVIN,
9.E.M., A.I.T.O.,
Safety & Training Officer,
William Linton Ltd.,
GRANTON,
Scotland.

they were designed to aid

The pursuit of modern

an alternative use for

the vessels will inevitably

quickly produce the u

result.

It is not in quotas, either

forced or cheated upon,

the future of fish stocks.

In methods of capture

Dr. Lyon Dean's sugge

that we should now seri

consider opening up the N

Sea serial would be m

acceptable if this was dev

inch at a time, but to t

netters only.

The herring survived due

for hundreds of years and

were not at risk when sp

eling. Prime size can be ar

tailored by mesh sizes and

mature stock is neither fo

foisted or caught as a

catch.

Perhaps these points a

bit too obvious to suggest

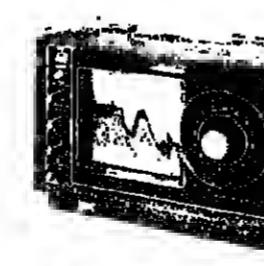
minds of bureaucrats?

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N. D. 200 ECHO SOUNDER AND FISH FINDER



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TRADE ENQUIRIES WELCOME

July 21, 1978

Target date on plan for Shetland

SHELISHAND Islands Council may draw up a fishing plan (Fishing News, June 16) in time for a planned visit to Shetland in September or October by EEC Fisheries chief Finn Olav Gundelach. The plan is likely to favour local licensing of boats.

This would then provide areas for fish to "overwinter" and give both conservation protection to the handling.

Better methods of assessment are also needed.

Unless measures are introduced to control the fish and conserve stocks, there will be the only outcome for men.

And this cannot be

local or national interest.

ANDREW BELL,
Treasurer
Cornish Fish Producers' Organisation Ltd.

Squid boom record

TURBOT and brill, five of plaice

priced rose to around £36.

Two vessels landed at the

start of the week. Bryher (Sk.

Gorge Tripp) had 185 kits

which sold for £1,747. On the

same day *Norward Star* (Sk.

John Rogers) returned after

only six days at sea with 104

kits for an excellent £5,327.

Between them the vessels

landed in 12-stone kits 20 of

cod, 25 of whiting, 70 of

roker, 80 of squid, 10 of tur

buli and brill, 20 of plaice and

10 of soles, which sold for

£9,376.

The standard for Milford

kits is 12 stone, although

some fish are sold in smaller

tins. Squid, for example, is

sold in six-stone tins and

turbot and brill, five of plaice

priced rose to around £36.

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Between them the vessels

July 21, 1978

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MARINEFREWARD 36 COMMERCIAL
GRP HULLS.THE MOULDINGS FOR
ALL APPLICATIONS
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TO SPORTS
FISHINGLength 36ft
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GOSPORT ST, LYMINOTON,
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Children

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Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.P.Patron H.M. The Queen
97 years constant service to fisherman and their families

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Wormer — Naco — Cetrol and all the leading names.OUR ENGINEERS ARE ONLY A TELEPHONE CALL
AWAY FROM YOU!Night and weekend emergency services
Marine electronic equipment at its bestSEABOURNE ELECTRONICS LIMITED
27 Southgate Street, The Barbican, Plymouth.
Tel: (0752) 28114/28284 — Telex: 48488IRELAND SET TO
HALT EEC TALKS

MORE STOP-GAP measures are the most likely outcome of the next EEC Fisheries Council in Brussels on July 24. The interim regime for Norway, Sweden, the Faroe Islands and Spain which expires at the end of this month are expected to be extended to the end of September.

But Irish Fisheries Minister, Brian Lenihan, may block this move unless the Council and agrees to release aid worth 56 million units of account (1 UA = 5 Dollars) for fisheries protection and 5 million UA for interim structure measures during 1978. Ireland would receive a large share of this aid.

The Irish who have no in-

terest in third country fishing new proposals for the share out. These would give the UK 9,221-tons of cod out of an EEC quota of 13,643-tons and 993-tons of haddock out of an EEC quota of 1,432-tons.

Despite Mr Silkin's recent goodwill visit to Oslo the Norwegians are unhappy about the UK's unilateral conservation measures, especially those concerning the West of Scotland herring ban and the Norway pout ban.

Norway will feature prominently in the EEC ministers discussions. Firstly, there is the problem of allocating Community quotas in Norwegian water north of the 62nd parallel among EEC member states. Since the deadlock over this issue at the last Fisheries Council in Luxembourg, June 20-21. The Commission has produced

This could compensate for the 3,500 tons of herring lost in this zone. But community experts do not at present see how Norway can be compensated for the extension of the Norway pout ban due to take effect from October 1.

The EEC Fisheries Minister will also be asked to approve the framework fisheries agreement negotiated with Norway, Sweden and the Faroe Islands earlier this year. These do not fix quotas but instead provide a legal basis for fishing relations. The UK is very much a part of this global package.

Following a recalculation of the West of Scotland mackerel stock, Norway may be given a large share of the extra 7,500 tons available.

It came as a surprise to members who heard it was only operational from 10 am until 10 pm although at the headquarters to the rear, a fully-manned ops room, was working 24 hours.

The latter, however, only had a small view of the approaches to Falmouth and, unlike the look-out post, could not see right round the bay.

Members agreed to list all the look-outs for fishermen and to enquire why they had not been informed of the closures.

DO YOU know of any mechanical device available for cutting and slicing bait for feeding lobsters.

■ R. and B. Lesley, Sutcliffe House, Suttlesford, Yorkshire, can supply Norwegian bait cutting machine suitable for your purposes.

It is a compact machine driven by a 1 hp AC or DC motor, designed to be mounted on a standard kit box. It splits and dices lobsters; then drops cut beads into the box and tails outside.

John Burgess' Log



I RECENTLY heard that a new device for measuring the temperature of sea water had become available in this country and wasted no time in getting particulars of it.

But when I received them my interest flagged. It was a device for taking the temperature of surface water only and I did not think that it would be of much use to commercial fishermen here.

However, a few days ago I happened to read a report about the activities of a Fisheries Trust which had been catching and tagging sharks around the coast of Ireland in its research vessel Finola.

It consists of a three digit indicator for mounting in the wheelhouse and a probe which can be mounted either through the hull of a boat or on the transom.

The model designed for use by commercial fishermen indicates temperatures in either Celsius or Fahrenheit to 0.1 of a degree in either scale and updates readings every five seconds.

Further particulars are obtainable from: Butler's Marine Ltd., Woods Way, Mulberry Industrial Estate, Goring-by-Sea, Sussex.

Fisheries officers

MR. H. F. Thaaker, North Eastern Sea Fisheries Committee's Chief Fisheries Officer, 10 Fairfield Road, Staines, Middlesex, Cleveland, has pointed out that some of the names and addresses for Fisheries Officers I gave in *Fishing News*, June 8, were incorrect.

It is known that mackerel prefer temperatures of between 12 and 18 deg. C. and it is also known that fish are often to be found close to boundaries between areas of differing water temperature.

The device in question is known as the Dytek Sea Water Temperature Indicator Model 703200 C/F and was originally designed to enable commercial and game

fishermen searching for surface feeding fish off the Atlantic coast of the USA to derive maximum benefit from the isothermic charts published regularly by the US Coast Guard.

All these officers will be glad to give any help they can to readers and so will F/O Holmes who has recently

Point to Donna Nook — by

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THE ML 24

DIMENSIONS

| | |
|----------------------|--------|
| LOA | 24' 3" |
| LWL | 21' 0" |
| Breadth | 9' 4" |
| Draft | 3' 9" |
| Disp 4.6 Tons on LWL | |

Prices from £18000

The ML 24 is a heavy duty moulding designed and built by the Snell Boat Co. using approved materials.

The Snell Boat Co., Weymouth, has a yard at the Weymouth fishing/angler's launch, based on Milton Laminates ML 22 heavy duty mouldings.

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All fishing boats must update their lights. **Aqua Signal** are the first complete D.O.T. Approved range of lights for fishing.



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SCOTS SPRATTERS LAND AT HULL

SCOTTISH BOATS have moved in early on the English north-east coast apart from fishing. Those vessels have put in 12 landings at Hull for the fish meal factory between July 3 and July 18.

The first of the Scottish spratters to discharge at Hull this month was Quo Vadis which, after a turn-out of 108 tonnes on July 3, was back again on July

8 with a further consignment.

Other Scottish landings at Hull this month were Coronello 118 tonnes; Sedulous 118 tonnes; Vigilant 200 tonnes; Breneline 119 tonnes; Heritage 190 tonnes; Esholt 180 tonnes; Sette

most of the fish for factory made them difficult to handle a process.

The peak time for

Hull fish meal factory

expected to start in October when the industrial fishing season really underway.

Morie 68 tonnes, and Chris Andra 280 tonnes.

Process

Pathway and Challenger were unloading this week.

It is understood that

the "liquid" condition of

the fish for

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Hull fish meal factory

expected to start in October when the industrial fishing season really underway.

Morie 68 tonnes, and Chris Andra 280 tonnes.

Process

Pathway and Challenger were unloading this week.

It is understood that

the "liquid" condition of

the fish for

factory made them difficult to handle a process.

The peak time for

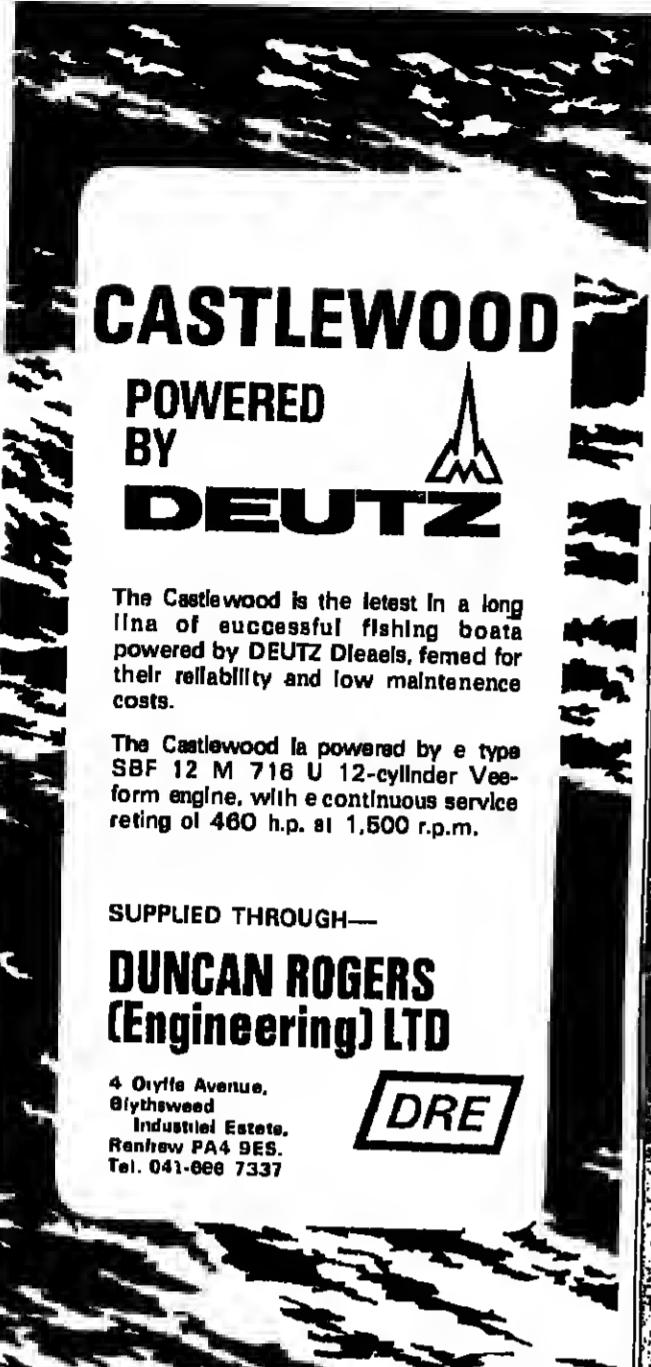
Hull fish meal factory

expected to start in October when the industrial fishing season really underway.

Morie 68 tonnes, and Chris Andra 280 tonnes.

Process

Pathway and Challenger were unloading this week.



The Castlewood is the latest in a long line of successful fishing boats powered by DEUTZ Diesel, famed for their reliability and low maintenance costs.

The Castlewood is powered by a type SBF 12 M 716 U 12-cylinder Vee-form engine, with a continuous service rating of 460 h.p. at 1,500 r.p.m.

SUPPLIED THROUGH—

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CONGRATULATIONS
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the Owners of the
M.F.V. "CASTLEWOOD"
on their choice of a

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A NEW 75ft. seiner-trawler named Castlewood has started fishing from Peterhead under Skipper George Skene of Portnockie. She has been built by John Wood Group Shiprepairing Ltd. of Aberdeen.

Part of the John Wood Group (Aberdeen) Ltd., the firm occupies the former premises of the famous trawler builder John Lewis and Sons Ltd. A £2 million modernisation scheme has just been completed which has converted the yard into a modern ship repair and fabrication complex.

Limited facilities for new building have been retained, however, and Castlewood was built while reconstruction of the slipway was in progress.

She is one of two steel vessels being built at the yard for the Don Fishing Co., which is also a Wood Group subsidiary. Skipper Skene and his three brothers are shareholders in Castlewood which will be handled through the Peterhead office of the Don Co.

The vessel has been built as part of the Wood Group's extensive move into inshore fishing in recent years.

More than 40 inshore boats are handled by the group's various subsidiaries in Scottish ports and Castlewood is part of a four-boat building

programme which includes the 75ft. sister-ships Shielwood and Merlewood completed last year by Campbeltown Shipyard for the Aberdeen fleet.

Many main items of equipment aboard Castlewood, including Deutz propulsion engine, Northern Tool and Gear winch, Rapp power block, Fishing Hydraulics rope reels and Elec and Furuno echo sounders, are of

Part of the Wood Groups' move Inshore

the same manufacture as those fitted to Merlewood and Shielwood.

Of round bilge form, Castlewood has a raked stem and transom stern and handled extremely well on her sea trials off Aberdeen.

Her lines are beaded on those of the seiner-trawlers Hesperus, Vesper and Lorenz which were designed and built by Lewis three years ago for the Macduff fleet.

These three vessels, which are agented by another Wood Group subsidiary, are also powered by Deutz engines,

the success of which did much to prompt the choice of similar units for Shielwood, Merlewood, Castlewood, and the vessel now under construction in Aberdeen.

With an overall length of 75ft. 5in. and registered length of 69.4ft., Castlewood has a beam of 20ft. 10in. and moulded depth of 10ft. 6in.

She is of traditional Scottish layout both on deck and below.

Some 3,000 gallons of fuel oil are carried in wing tanks in the engineroom, and a double bottom tank below the fishroom has capacity for 750 gallons of fresh water.

Supplied by Duncan Rogers (Engineering) Ltd. of Renfrew, Scottish agent for Deutz, the main engine is a model SBA 12M 716U vee form, 12-cylinder, four stroke, turbocharged unit, which produces 460 hp at 1,500 rpm.

The engine has electric starting and turns a Brunton fixed pitch propeller through a Reintjes WAV 400 A gearbox of 5:1 reduction ratio.

Two Gardner auxiliary engines are fitted, the port model 6LXB giving 127 bhp at 1,500 rpm.

On the starboard side is a Model 4 LX auxiliary engine unit which gives 62bhp at 1,500 rpm.

Power for the Dowty variable delivery hydraulic pump for the winch and for the belt-driven Vickers dou-

Turn to page 12

Castlewood seen fitting out. The Helene net winch is lost the Fishing Hydraulics and an FH pump is housed on the starboard wheelback.

...sister on the way



A SISTER-SHIP to Castlewood is seen under construction (above) in the Aberdeen yard of John Wood Group Shiprepairing Ltd. She will be the last of a four-ship building programme for the Don Fishing Co. The first two boats — Shielwood and Merlewood — were built by the Campbeltown Shipyard

SHIELWOOD... MERLEWOOD and now CASTLEWOOD!

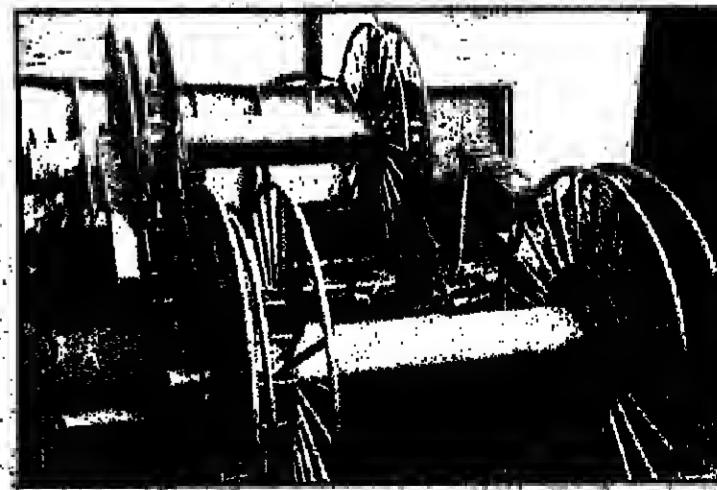
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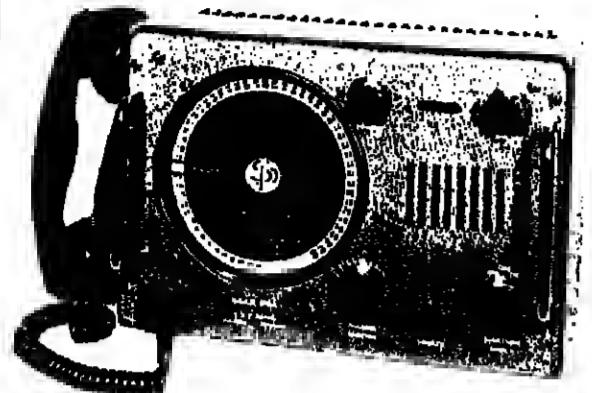


Peterhead greets latest 75-footer

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- Coastal Aquaculture in the Indo-Pacific Region — Lai £10.00
- Commercial Fishing Methods — Sainsbury £5.80
- Control of Fish Quality — Connell £5.80
- Culture of Bivalve Molluscs — Walne £5.85
- Eel Capture, Culture, Processing and Marketing — Frost £7.25
- Eel Culture — Lai £7.75
- Escape to See — Burgess £1.00
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- FAO Catalogue of Small Scale Fishing Gear £8.75
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- Fish Inspection and Quality Control — FAO £16.50
- The Fish Resources of the Ocean — FAO £14.00

BARGAIN CORNER

Escape to Sea — John Burgess

A vivid description of the author's escape from deskwork in the '30s, via the Australian bush, to the sea career which gave practical knowledge for his current writings. His world-wide adventures pointed to many ways in which a living can be made from the sea; the book ended with guidance on fishing methods, places, training. Some of this detail is now dated which means you can buy this lively yarn for £1 only.

POLICY

Continued from page 13

of these supports something like eight shore jobs, you begin to have an appreciation of the size of the problem. A visit to the ports of Fleetwood, Hull, Grimsby, Granton or Aberdeen soon shows the living evidence of the sad effects of this reduction.

In our smaller coastal ports where fishing has reasonably maintained its position over the last few years, almost all our coastal communities are totally dependent on fishing for a livelihood with very few alternative employment opportunities. Even in my home area in the North of Scotland where North Sea oil is now a major factor, the fishing industry still generates more local employment than the oil industry does.

Largest

The Community is therefore in a situation where the UK has still the largest fishing fleet, has the largest fish consumption, in any fair historical appraisal had in excess of 40 per cent of the total Community human consumption catching effort of the important demersal and pelagic species, has already undergone a very substantial painful reduction arising from the loss of our traditional long distance grounds, and has a vital national interest in terms of the large number of coastal communities totally dependent on fishing.

When that is weighed up against the outdated and now irrelevant wording of the Treaty of Accession, it becomes clear why the use of legal technicality in the

Irish worked the area under the command of Skipper Frank Wilson before returning with 690 kits — 140 of cod and 600 of haddock —

"A lot of people ring us up to find out about the charges and, when they hear the price, don't come. "We acted for the Irish quite a lot in the past, but now you just get the odd Irish ship coming for a trip or two and then decide not to come again."

situation has achieved nothing other than the total disagreement and disruption which now exists.

Coming right up-to-date, we are faced with a situation where eight of the member countries are meant to be working to what has become known as the Berlin Compromise (although exactly where the compromise arises is a mystery to the UK) which, of course, has absolutely no statutory backing and to which the industries of these member countries freely admit they are not adhering.

We are again back to the position of the two mothers in

the wise King Solomon story and the UK industry is only too aware and concerned with the extreme risks inherent in the continuing complete lack of catch limitation, conservation and control regime.

However, our industry has

already suffered substantially in our complete commitment to the basic justice of our case. We have made it absolutely clear to our Government that we are prepared to accept a harsh, rigid, non-discriminatory and if necessary unilaterally imposed conservation regime (as per the Hague Agreement) which will cause severe hardships over the next years.

I believe that to some extent the Community has vastly under-estimated the strength of feeling and sense of injustice felt by the UK on the fishing issue.

Pair hits hake

THERE were no foreign ships in sight at Fleetwood last week.

The outstanding local vessels were the pair trawlers *Jocint* and *Fyde* which, between them, landed the biggest catch of hake the port has seen in years.

Jocint (Sk. Bill Taylor) made £36,971 from 1,106 kits, including 210 of cod and 700 of haddock which sold for a grossing of £19,209.

The sister-ships *Boston Beverley* and *Boston Blenheim* worked different grounds but made good

grossings thanks to big

change in the fortunes of the port's larger vessels.

Boston Beverley had 837 kits — 50 of cod and 480 of coley — which sold for £19,786, while the *Blenheim* landed 909 kits — 40 of cod and 600 of coley — for a grossing of £20,517.

Considering it was mostly quality fish, prices might have been expected to be higher. However, they were still high enough to provide a welcome change in the fortunes of the port's larger vessels.

Fyde, with Skipper Victor Buschini in command grossed £31,848 from 1,006 kits — 60 of hake, 520 of cod, 100 of haddock and 250 of coley. For the amount and types of fish landed it was a disappointing total.

Last week proved better for the large middle water stern trawlers, with four making more than £19,000. This was partly due to good fishing at Rockall.

Iron worked the area under the command of Skipper Frank Wilson before returning with 690 kits — 140 of cod and 600 of haddock —

"A lot of people ring us up to find out about the charges and, when they hear the price, don't come. "We acted for the Irish quite a lot in the past, but now you just get the odd Irish ship coming for a trip or two and then decide not to come again."

Boston Deep Sea Fisheries' recent aila of the 69ft trawler *Speedwell* from Fleetwood to Lowestoft has brought a broadside over landing rules.

Vessels of more than 60ft. have to be landed at Fleetwood docks by port jumpers and not outside at the Jubilee Quay where fishermen can land their own catches.

Bill Rawcliffe, trawling manager for Boston at Fleetwood, said: "Boats are being driven out of Fleetwood because it's so expensive."

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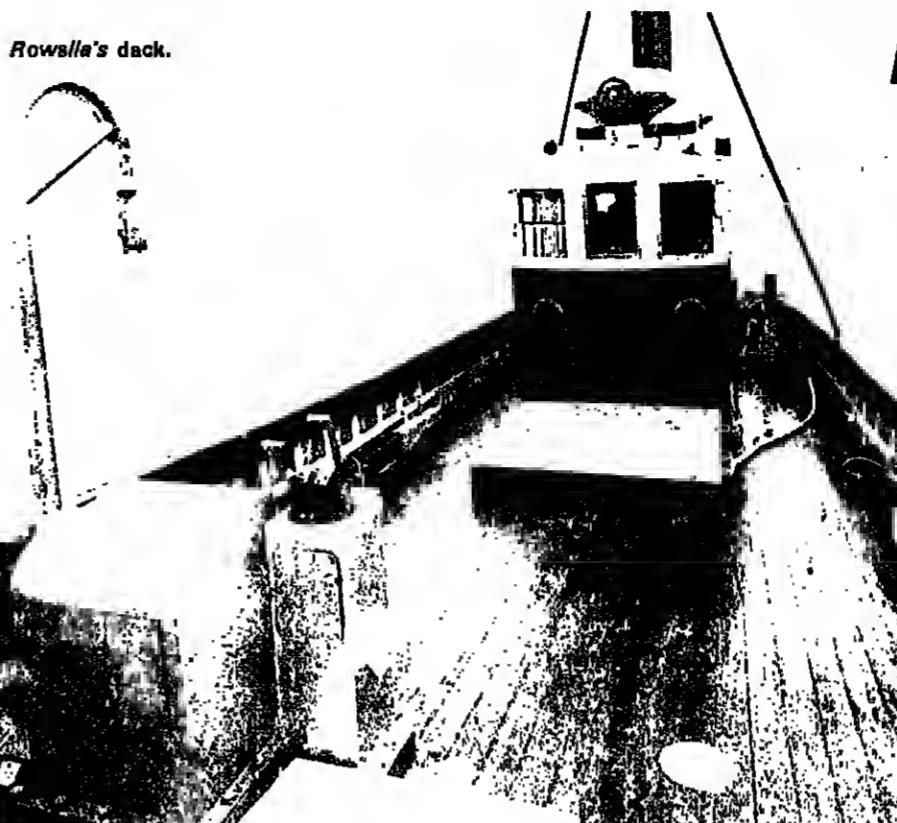
July 21, 1978

July 21, 1978

FISHING NEWS

WOODEN BOATS FOR SOUTH COAST PORT Rowella

Rowella's dock.



LYMINGTON skipper Graham Butler is working the new south coast potter *Rowella*, a 38-footer from the Hinks yard in Appledore, Devon.

Skipper Butler operates the potter in the Channel, south of the Isle of Wight, and lands at her home port of Lymington and at Portsmouth.

She is built to design by Harold W. Park and has main dimensions of beam, 13 ft. and draft, 4 ft. 9 in. The boat, built to WFA specifications, is of iroko on oak frames and has a transom stern.

Rowella is powered by a Gardner GLX18 diesel of 130 hp. "I wouldn't have any other make," he said, and she has a speed of 10 knots which the owner measured off Portsmouth.

Skipper Butler is pleased with the two-ninth-old boat which is built to a high standard and has steel engine beds. She is "in hell" of a lot of boat for the money," he says.

"She's a good sea boat and, although the weather has been kind so far, I'm sure she will do everything I want her to."

He works up to about 25 miles out and fishes lobsters and crabs using a mixed fleet of pots of the 30 in. Devon-type. *Rowella* has a 14-ton

turn to page 17.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water
£33,244: *Northern Gift*, BUT (Sk. R. Pepper), 1,192t, WS, 22 days.
£23,872: *Prince Philip*, Boston (Sk. E. Grant), 907t, WS, 23 days.

Middle water

£22,375: *Ross Lynx*, BUT (Sk. D. Cooper), 910t, W, 15 days.
£22,193: *Ross Juno*, BUT (Sk. J. Waddingham), 746t, W, 16 days.
£22,059: *Carlisle Consol* (Sk. K. Herron), 764t, W, 16 days.
£21,922: *Ross Cougar*, BUT (Sk. J. Major), 748t, W, 15 days.
£21,004: *Ross Leopard*, BUT (Sk. J. Brown), 689t, W, 17 days.

North Sea

£11,124: *Lumberg*, Lindsey (Sk. E. Peixman), 264t, NS, 13 days.
£11,402: *Ogano*, Taylor (Sk. R. Penketh), 319t, NS, 14 days.
£10,128: *Lofoten*, Lindsey (Sk. A. Hinton), 251t, NS, 13 days.
£9,629: *Lepanto*, Lindsey (Sk. A. Crowe), 245t, NS, 12 days.
£9,400: *Okina*, Taylor (Sk. D. Venney), 295t, NS, 15 days.

HULL

£58,711: *Ross Sirius*, BUT (Sk. D. Petersen), 2,155t, WS, 24 days.
£46,712: *St. Giles*, Hamling (Sk. D. Milner), 1,824t, WS, 22 days.
£35,195: *Ross Altair*, BUT (Sk. A. Star), 1,202t, WS, 24 days.
£32,621: *St. Dominic*, Hamling (Sk. D. Platzen), 1,020t, WS, 22 days.
£25,689: *Somerset Mougham*, Newington (Sk. E. Woodbridge), 1,500t, WS, 23 days.

FLEETWOOD

Homewater
£22,292: *Ivana*, Marr (Sk. F. Wilson), 690t, 15 days.
£20,517: *Gavina*, Marr (Sk. C. Scott), 1,088t, 15 days.
£19,786: *Boston Beverley*, Boston (Sk. H. McMillan), 837t, 16 days.
£19,209: *Boston Blenheim*, Boston (Sk. R. Rawcliffe), 909t, 16 days.
£8,051: *Admiral Hawke*, Hewett (Sk. P. Weirman), 326t, 15 days.
£7,331: *Andrew Wilson Hazzel* (Sk. J. Banks), 232t, 15 days.
£5,874: *Rosonondo*, Ward (Sk. K. Beavers), 284t, 14 days.
£2,668: *Craigmillar*, Ward (Sk. D. Bailey), 90t, 14 days.

Pair teams

£35,971: *Jocinta*, (Sk. W. Taylor), 1,105t, and £31,468: *Flydeea*, (Sk. V. Buschini), 1,005t, both Marr, 16 days.

£26,648: *Norina*, (Sk. V. Dingle), 760t, and £14,887: *Ideno*, (Sk. W. Reader), 430t, both Marr, 15 days.

LEITH

£11,973: *Arctic Crusader*, Liston (Sk. R. McPherson), 458 cwt, WC, 12 days.
£10,730: *Arctic Brigand*, Liston (Sk. R. Thrott), 436 cwt, WC, 13 days.
£9,453: *Arctic Brigand*, Liston (Sk. A. Wood), 464 cwt, NS, 13 days.

LOWESTOFT

£16,000: *Boston Sea Sprite*, Boston (Sk. M. Raven), 462t, NS, 12 days.
£14,145: *Boston Sea Fury*, Boston (Sk. V. Crisp), 384t, NS, 12 days.
£13,908: *Barnby Queen*, Talisman (Sk. H. Pitt), c cwt, kg kilo.

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